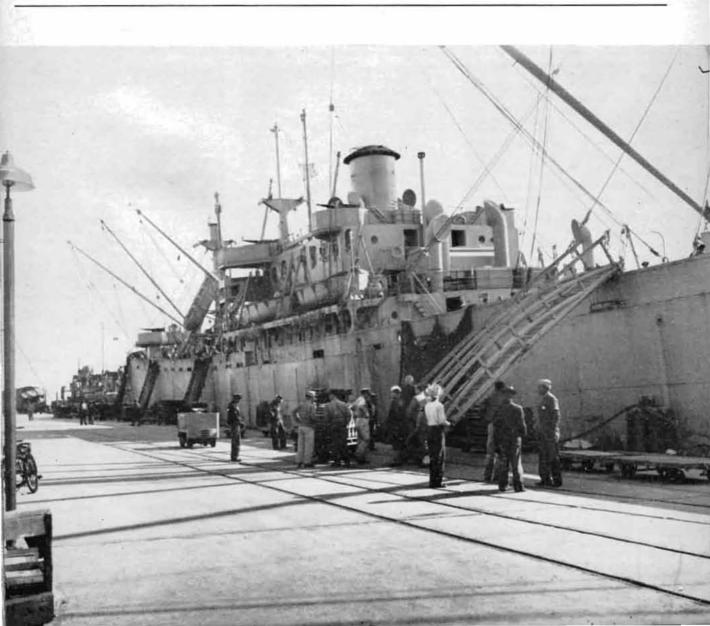
PROCEEDINGS OF THE MERCHANT MARINE COUNCIL



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Proceedings of the

MERCHANT MARINE COUNCIL

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The Merchant Marine Council of the United States Coast Guard

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For each meeting two District Commanders and three Marine Inspection Officers are designated as members by the Commandant.

CONTENTS

| Council Activities |
|---|
| Radar Did Not Prevent These Collisions |
| Marine Information Broadcasts |
| Foodstuffs Contaminated by Formaldehyde |
| Manual for Lifeboatmen and Able Seamen |
| Comparative Rules of the Road |
| Light List for Intracoastal Waterways |
| Hearing Units |
| Index for Proceedings of the Merchant Marine Council |
| Lessons from Casualties: |
| When You Are Right Stick to Your Guns |
| Carelessness Bats .500 at Sea |
| Appendix: |
| Amendments to Regulations |
| Waivers |
| Equipment Approved by the Commandant |
| Items Suitable for Merchant Marine Use |
| Merchant Marine Personnel Statistics |
| Cover: Liberty Ship Getting Ready to Load, East Coast Port. |

COUNCIL ACTIVITIES

The Merchant Marine Council at its public hearing held on 22 October 1946 acted upon the requests of many parties and extended the opportunity to submit comments and suggestions until 22 November. Final consideration was given to the proposed changes in the regulations before submitting final recommendations to the Commandant.

Many comments and suggestions were received on all the proposed changes in the regulations and over 700 copies of the proposed changes were requested. This interest and active participation by the merchant marine industry are considered as steps forward in a better understanding of all the problems involved. The use of public hearings when considering changes in the rules which affect the merchant marine is helpful in bringing to light many details which may not be otherwise given adequate consideration. With the view of maintaining the standards of safety provided by law in the light of the many experiences gained by accelerated programs in effect under wartime conditions, the Council has been greatly assisted by the comments and suggestions made.

The participation of the public in the rule-making functions administered by the Coast Guard has been established as a permanent program with the Council responsible for matters affecting the merchant marine industry. The Council contemplates holding two public hearings each year, one in March and the other in September. All proposed regulations to be considered will be given wide publicity. Between these hearings it is

proposed to adopt only those regulations of the most emergent nature, which actions will be placed on the agenda for review by the Council at the next public hearing.

Under the requirements of the Administrative Procedure Act, the Coast Guard's organization for handling hearings required by R. S. 4450, as amended (46 U.S. C. 239), was modified. The hearings are now held by examiners who are directly responsible to the Commandant. By this method the hearings are no longer under the control of Coast Guard District Commanders. The examiners will render their decisions as soon as possible after the hearings are closed and appeals from such decisions will be made directly to the Commandant, although they will be filed with the Coast Guard District Commander. The changes in the regulations will be found in the appendix on page 220.

Waivers

The handling of waivers still outstanding is being considered and efforts are being made to cancel all those which are no longer needed. The authority to grant waivers stems from Section 501 of the Second War Powers Act (50 U. S. C. 635), as extended, and will expire on 31 March 1947 under its present wording. Every effort should be made to comply with the statutory and regulatory requirements on or before 31 March 1947 in order that the operation of merchant vessels under peacetime requirements will not be severely handicapped.

Radar Did Not Prevent These Collisions

A Federal District Court ruled that a vessel was solely responsible for a collision in failing to operate her radar set prior to entering a fog bank. (The Medford, 65 Fed. Supp. 622.) The facts served as the basis of the article "Collision in Fog Bank" which appeared in the June 1946 issue of the Proceedings.

The Army transport Thomas Barry was proceeding on an easterly course in the vicinity of George's Bank at a speed of 18 knots. A fog bank was sighted dead ahead at 1015 and was entered at 10371/2 without any reduction in speed. The first fog signal was sounded on the whistle on entering the fog and a second was sounded about a minute later. The collision occurred very shortly after, at 1039, when the Barry struck the trawler Medford on the starboard side just forward of amidships. As the Barry picked up sternway in response to a full-astern bell given after sighting the trawler the bow was withdrawn from the hole in the Medford and the latter sank immediately.

The Barry was equipped with a radar and there were assigned and on board two Navy radarmen to operate the set when necessary to do so. Attempt was made to locate the radar operators by messenger in order to put the radar in operation before entering the fog but they could not be located in time. The court commented that no effort was made to contact them over another modern device, the public-address system.

In the previous article the discussion was pointed toward the duties of a vessel approaching or sighting a fog bank. It was explained that the courts have held that a vessel is required to give warning of its approach on a fog bank by sounding fog signals and to reduce speed before entering it.

On the use of radar the court had this to say: "The failure of the Barry to use her radar is the most serious and sinister aspect of these cases. The perfection of that device is thought to have invoked a new concept of the responsibilities attaching to vessels so equipped, touching their handling and operation in or near a fog area * * *. I cannot so read that opinion [The Pennsylvania] as to find refuge for the Barry in its ample folds, for the stipulated proof here is that the offending ship could have informed herself of the presence and track of the Medford in abundant time to have avoided by a wide margin any danger whatever of striking her. Under such circumstances, it is impossible to yield to the argument for the Barry, that her conduct is to be condoned to any extent, in view of her failure to employ the very device which was installed to prevent a collision, and to operate which she carried two men having special rating in the United States Navy to attest their qualifications, and who had no duty on the ship other than to operate . . . the radar unit .

This case is the first collision reported to the Coast Guard in which one of the vessels was equipped with a radar. Another collision which occurred at about the same time has been reported, and it is interesting to note that one of the vessels was fitted with a radar and had it in operation prior to the collision. A Victory ship heading southward from New York in a fog picked up with the radar a target bearing slightly on the starboard bow and distant about 21/2 miles. Despite the use of this "anticollision" device a collision was not avoided and an auxiliary yacht was sunk with loss of life.

It would appear that after detection of the yacht was made by the radar no effort was made to take a series of ranges and bearings to determine the course and speed of the target vessel. If this had been done the mate on watch would have had information which, if used intelligently, would have enabled him to take avoiding action.

These cases serve to indicate that an understanding of the limitations of radar and of the intelligent use of radar is necessary if casualties such as these are to be avoided.

Reliable radar ranges are dependent upon several factors. The most important are (1) the height of the radar antenna; (2) the size of the target: and (3) the effective height of the target above water. The first factor may be considered as a fixed one although the height of the antenna will vary with changes in draft of the vessel. The other two are variables and because of this they should provide information to the radar operator.

A ship such as the America, for example, would be first picked up on a radar at a much greater distance than would a trawler. Similarly sections of the coast of California would be picked up at a greater distance than would the New Jersey shore. The range at which an object is first detected therefore gives some indication as to the size of the target and of its effective height above the water.

The effective height of the target above water is a matter that should be considered carefully in making a landfall with radar. Unless some thought is given to the nature of the shore the navigator can be misled as to his actual distance from the shore line, with a possible stranding the result of his failure to appreciate the situation. Assuming an approach on a coast where low, flat land extends inland for some distance, the range indicated on the radar is more than likely to be that of high land back from the shore line. Unless this is realized the actual distance from the shore line is less than it is thought to be, giving the officer the impression that the ship is farther off shore than it actually is. To minimize this danger the Coast Guard is conducting experiments with radar reflectors and radar beacons. Reflectors are mounted on buoys, daymarks, and lighthouses. Some of these devices are effective in extending appreciably the distance at which buoys are picked up. Radar beacons have been experimentally installed to provide azimuth lines from headlands or lighthouses for additional identification, especially where the radar pattern is not outstanding by reason of low-lying land targets or submerged dangers far from good radar targets. In addition to these experiments the Coast and Geodetic Survey have produced special charts with colored areas corresponding to radar displays. Since the radar display is often quite different from the ordinary chart by reason of the outstanding prominence of high hills, these charts are specially prepared to furnish this information in addition to the usual information supplied in the standard chart.

Weather conditions may limit the effectiveness of the radar. Under rough-sea conditions the radar scope can be obscured by sea return anywhere from 1/2 mile up to seven miles or more, depending upon the type of radar and the condition of the sea. Heavy snow or rain may completely obscure the screen such that a vessel within radar range will not be detected or will be detected only by the most careful scrutiny of the scope and manipulation of the controls. Under such conditions the courts, no doubt, will hold a vessel at fault in a collision if in poor visibility the speed is not moderate and if a proper lookout is not maintained. In a rough sea a small vessel or berg may not be detected if, at the time pulses are sent out along its line of bearing, the vessel or berg is in the trough of the sea. Here there will be no reflection of the pulses to the radar receiver and consequently no target will appear on the screen.

Present-day radars are limited as to the minimum range at which a target can be held. This minimum may vary from 90 to 400 yards. A vessel may be picked up at a distance of 12 miles and can be held on the screen until it gets within the minimum effective range. However, the officer who permits another vessel to come within that range and disappear from the screen is very liable to have it next appear in his port or starboard side.

Much useful information can be gained by using the radar in clear weather when other vessels are in sight, when making landfalls or when running in pilot waters. The experience thus gained will aid in proving the effectiveness of radar and also its limitations. It is only by such practice that one gains the confidence which is necessary for trust of the radar under conditions of poor visibility.

Recognition of radar's limitations and knowledge of its uses will be of benefit to the officer relying on it. However, he should never place his total reliance on radar to the exclusion of the rules of the road and the principles of good seamanship. Radar, in and of itself, will not prevent a collision but, subject to the limitations mentioned above, it will provide information which will permit the officer on watch to avoid one.



White area in center of picture is sea return. Scattered white areas are targets which would not be visible on radar screen if the sea return extended beyond these areas.

1946 INDEX FOR "PROCEEDINGS"

A short index covering articles and material published in volume III, January through December 1946, of the PROCEEDINGS OF THE MERCHANT MARINE COUNCIL is set forth on page 228 of the appendix. The index for volume I and II of the Proceedings were published in the March 1946 issue, on pages 44 to 47, inclusive.

Marine Information Broadcasts

A schedule of marine information broadcasts has been adopted by the Coast Guard and appears in table form below for ready reference. This schedule of broadcasts includes the regular broadcasts of weather forecasts, notices to mariners, and hydrographic information, as well as emergency broadcasts regarding storm warnings, advisories, and urgent marine information, but does not include the Great Lakes and the inland waters. The marine information concerns the Atlantic coast, Gulf coast, and Pacific coast, Territory of Alaska, and the Territory of Hawaii.

The stations designated to broadcast storm warnings, advisories, and urgent marine information by radio telegraph will do so upon receipt of the information. This information will be repeated three times within the next period of 6 hours, on either the even or the odd hour, depending upon the station, unless the information is superseded or canceled. Any emergency information which superseded a previous broadcast will be handled in the same manner as the original information and will extend the emergency broadcast an additional 6 hours.

All radiotelegraph broadcasts will be made on the stations' working frequencies after preliminary announcements are made on 500 kilocycles with subsequent shifts to indicate station working frequencies. All radiotelephone broadcasts will be preceded by appropriate announcements on 2670 kilocycles with the regular broadcasts to follow on 2698 kilocycles. All radio telephone broadcasts will be made once through at a good writing speed.

This information replaces that published on page 135 in the September 1946 PROCEEDINGS OF THE MERCHANT MARINE COUNCIL.

STATIONS BROADCASTING MARINE INFORMATION

| Station and call letters | Time (G. C. T.) | Fre- quency (ke.) | Emis- sion | Nature of broadcast |
|--------------------------------|--|-------------------------|------------------------------|--|
| Rockland, Maine (NOE) | 1730. Upon receipt and on even hour intervals. | 2698 2698 | A-3 A-3 | Regular broadcasts. Emergency broadcasts, |
| Boston, Mass. (NMF) | 0348 and 1548 | 2098 | Λ-3 | Regular broadcasts. |
| | O400 and 1000 Upon receipt and on even hour intervals. | 425 425 | A-1 A-1 | Do. Emergency broadcasts. |
| | Upon receipt and on odd hour in- tervals. | 2698 | Λ-3 | Do. |
| New York, N. Y. (NMY-2), | 0400 and 1600 Upon receipt and on even hour in- tervals. | 474 474 | A-2 A-2 | Regular broadcasts. Emergency broadcasts. |
| New York, N. Y. (NMY) | 0400 and 1600 Upon receipt and on odd hour in- tervals. | 2698 2698 | A-3 A-3 | Regular broadcasts. Emergency broadcasts. |
| Bultimore, Md. (NMN-7) | 1748. Upon receipt and on odd hour in- tervals. | 2698 2698 | A-3 A-3 | Regular broadcasts. Emergency broadcasts. |
| Norfolk, Va. (NMN) | 0430 and 1630 0400 and 1600 | 2698 410 | Λ -3 Λ -1 | Regular broadcasts, |
| | intervals. | 410 | A-1 | Emergency broadcasts. |
| | Do | 2098 | A-3 | Do. |
| Fort Macon, N. C. (NMN-37). | Upon receipt and on odd hour intervals. | 2098 2098 | A-3 A-3 | Regular brondcasts. Emergency broadcasts. |
| Charleston, S. C. (NMB) | 0548 and 1748 | 2098 | Λ -3 | Regular broadcasts. |
| | Upon receipt and on odd hour intervals. | 425 425 | A-1 A-1 | Do. Emergency broadcasts. |
| | Upon receipt and on even hour intervals. | 2008 | A-3 | Do. |
| Jacksonville, Fla. (NMV) | 0500 and 1700 | 2698 | Λ -3 | Regular broadcasts. |
| | Upon receipt and on odd hour intervals, | 2698 | A-3 | Emergency broadcasts. |
| | Do | 464 | Λ-1 | Do. |
| Miami, Fla. (NMA) | Upon receipt and on even hour intervals. | 482 482 | A-2 A-2 | Regular broadcasts, Emergency broadcasts, |
| Key West, Flu. (NOK) | 0418 and 1618 Upon receipt and on even hour intervals. | 2098 2008 | A-3 A-3 | Regular broadcasts. Emergency broadcasts. |
| St. Petersburg, Fln. (NOF). | 0518 and 1718 Upon receipt and on even hour intervals, | 2098 2098 | A-3 A-3 | Regular broadcasts. Emergency broadcasts. |

STATIONS BROADCASTING MARINE INFORMATION—Continued

| Station and call letters | Time (G. C. T.) | Frequency (kc.) | Emis- sion | Nature of brondcast |
|-----------------------------------|---|--------------------|---------------|---|
| Mobile, Ala. (NOQ) | 0530 and 1730. Upon receipt and on odd hour in- tervals. | 2698 461 | A-3 A-1 | Regular broadcasts. Emergency broadcasts. |
| | Upon receipt and on even hour in- tervals. | 2008 | A-3 | Do. |
| New Orleans, La. (NMG) | 0400 and 1600. Upon receipt and on even hour in- tervals. | 448 448 | A-2 A-2 | Regular broadcasts. Emergency broadcasts. |
| Galveston, Tex. (NOY) | 0400 and 1600. Upon receipt and on even hour in- tervals. | 2698 425 | Λ-3 Λ-1 | Regular broadcasts, Emergency broadcasts, |
| | Upon receipt and on odd hour invals. | 2698 | A-3 | Do. |
| San Juan, P. R. (NMR) | | 2698 | A-3 | Regular broadensts. |
| | Upon receipt and on even hour in- tervals. | 127 127 | A-1 A-1 | Do. Emergency broadcasts, |
| | Upon receipt and on odd hour in- tervals. | 2698 | A-3 | Do. |
| Long Beach, Calif. (NMQ) | 0400 and 1600 | 425 | Λ-1 | Regular broadcasts. |
| | 0400 and 1600 Upon receipt and on odd hour in- tervals. | 2698 2698 | A-3 A-3 | Do. Emergency broadcasts. |
| | Upon receipt and on even hour in- tervals, | 425 | A-1 | Do. |
| Monterey, Calif. (NOJ) | 0448 and 1648 Upon receipt and on even hour in- tervals. | 2008 2008 | Λ-3 Λ-3 | Regular broadcasts. Emergency broadcasts, |
| San Francisco, Calif. (NMC-2). | 0400 and 1600 Upon receipt and on even hour in- tervals. | 418 418 | Λ-2 Λ-2 | Regular broadscasts. Emergency broadcasts. |
| San Francisco, Calif. (NMC). | 0418 and 1618 Upon receipt and on odd hour in- tervals, | 2608 2608 | A-3 A-3 | Regular broadcasts. Emergency broadcasts. |
| Seattle, Wash. (NMW) | 0430 and 1630 | 425 | Δ-1 | Regular broadcasts, |
| | 0500 and 1700. Upon receipt and on even hour in- tervals. | 2698 425 | Λ-3 Λ-1 | D6. Emergency broadcasts. |
| Mark 100 | Do | 2698 | A-3 | Do. |
| Ketchikan, Alaska (NMJ) | 0530 and 1730 | 410 | Λ-1 | Regular broadcasts. |
| | 050 and 1730 Upon receipt and on even hour in- | 2698 410 | A-3 A-1 | Do. Emergency brondcasts. |
| 100 | tervals. | 2098 | A-3 | Do. |
| Honolulu, T. H. (NMO) | | 2008 | A-3 | Regular broadcasts. |
| nonomity F. H. (SMO). | Upon receipt and on local odd hour intervals. | 2698 | A-3 | Emergency broadcasts. |
| | Do | 425 | A-1 | Do. |

Bell System Coast Harbor Station

| Station | Call letters | Frequency (kc.) | Present G. C. T. schedule |
|-----------------------|-----------------|--------------------|---------------------------------|
| Boston, Mass | (WOU) | 2506 | 0420-1620 |
| New York, N. Y | (WOX) | 2522 | 0350-1550 |
| Wilmington, Del | (WEH) | 2558 | 0430-1630 |
| Norfolk, Vn | (WGB) | 2538 | 0400-1600 |
| Charleston, S. C | (WJO) | 2566 | 0400-1600 |
| Miami, Fla | (WDR) | 2514 | 0400-1600 |
| Tampa, Fla | (WFA) | 2550 | 0400-1600 |
| New Orleans, La | (WAK) | 2598 | 0400-1600 |
| Galveston, Tex | (KQP) | 2530 | 0100-1830 |
| San Pedro, Calif | (KOU) | 2566 | 0400-1600 |
| San Francisco, Calif. | (KLH) | 2506 | 0430-1630 |
| Eureka, Calif | (KOE) | 2506 | 0448-1648 |
| Portland, Oreg | (KQX) | 2598 | 0210-1940 |
| Scattle, Wash | (KOW) | 2522 | 0200-1930 |
| Astoria, Oreg | (KFX) | 2598 | 0200-1930 |

"You Cannot Be Too Sure"
A Safe Worker Makes Sure His
Work Is Safe

MANUAL FOR LIFEBOATMEN AND ABLE SEAMEN

The Merchant Marine Personnel Division, Coast Guard Headquarters, recently announced the revision of the Manual for Lifeboatmen and Able Seamen, to agree with present requirements and the issuance of Merchant Mariner's Documents. Current peace-time lifeboat and life raft equipment for vessels on all waters is listed, in alphabetical order, together with a brief description of each item. Additional material has been added consisting of description and the use of waterlights (both carbide and electric types), distress lights, spray nozzies, gas masks, flame safety lamp, and fire extinguishing, and alarm systems for cargo holds. Many new illustrations, and new questions and answers are included. The manual consists of six parts with all the information necessary to qualify as lifeboatman and able seaman.

Comments and suggestions regarding the improvement of the booklet, as to the format, usefulness, material, and distribution, are welcomed by the Coast Guard.

FOODSTUFFS CONTAMINATED BY FORMALDEHYDE

Recently there came to the attention of the Coast Guard an incident wherein formaldehyde was stowed in the hold of a vessel along with other cargo, including foods and cosmetics. During the course of the voyage, the formaldehyde containers became damaged: resulting in leakage of their contents and contamination of a large amount of the foods and cosmetics. Formaldehyde is a clear, colorless liquid with a suffocating, pungent odor, and possesses a flash point of about 90° F. It is irritating to the mucous membrane, corrosive to the skin, poisonous to a degree, and will contaminate foodstuffs. It is used as a disinfectant, and preparations of it. mostly aqueous solutions, are sold under various trade names.

The scope of authority, granted by the provisions of Revised Statutes 4472 authorizing regulations governing transportation of dangerous cargo, does not permit the regulatory agency to impose any conditions r garding the transportation of formaldehyde by cargo vessels. In the absence of regulations applicable to combustible liquids that are transported, carried, conveyed, stored or stowed in barrels, drums, or other packages on board cargo vessels, it is evident that prevention of this type of dangerous contamination can come only from the exercise of simple safety precautions on the part of those in immediate charge of the shipping, handling and stowage of formaldehyde, and by implanting in the minds of the masters of vessels, pier owners, and stevedores actually doing the loading, a full realization of the danger involved when formaldehyde is stowed with foodstuffs or other commodities easily contaminated.

Glass or earthenware containers, or carboys, in sizes of 5 gallons to 100 pounds' capacity (about 11 gallons) are usual types of containers for shipments of formaldehyde. In excess of 100 pounds' capacity, kegs and barrels are used. In this case, as evidenced by the report, sufficient care was not exercised in the stowage of the formaldehyde to prevent the contamination of the foodstuffs.

This is the only case of this nature that has come to the attention of the Coast Guard, nevertheless, it is urged that publicity be given this occurrence in an effort to avoid its happening in the future.

International Pilot Rules; Obey Article 18 and Keep Clear

The Coast Guard is very disturbed by the fact that a number of collisions have occurred on the high seas which are attributable to disregard of the most elementary rules of the road.

The first paragraph of article 18 of the International Pilot Rules for preventing collisions at sea reads as follows:

Art. 18. When two steam vessels are meeting end on, or nearly end on, so as to involve risk of collision, each shall alter her course to starboard, so that each may pass on the port side of the other.

The foregoing rule is clear and intelligible and means exactly what it says. However, it is apparent that some officers do not seem to realize that when two vessels are approaching end on, or nearly so, that the risk of collision always exists and that early and effective action must be taken to avoid collision. The following cases which occurred in recent months demonstrate the results of failures to heed the rule for meeting vessels.

Vessel "A" was en route to the United Kingdom with a full cargo of urgently needed materials and relief supplies. This vessel was approaching the English Channel on a course of 81° true and at a speed of 16 knots. The weather was generally overcast and the visibility was estimated at about 5 miles. The range light and port running light of vessel "B" were sighted at a distance variously estimated as from 3 to 6 miles and bearing slightly on the port bow. The third mate, who was in charge of the bridge, altered the course 5° to the right.

Vessel "B" was en route to the United States in ballast and had been encountering patches of fog. This vessel was on a course of 262° and running full speed, approximately 11 knots, when, according to witnesses, the white lights and the green starboard light of vessel "A" were seen slightly on the starboard bow and at a distance variously estimated at 3 to 6 miles. The rudder of vessel "B" was put hard left and held there until a collision occurred; vessel "B" striking vessel "A" on the port side, in the way of No. 2 hold.

It is obvious that these two vessels were on reciprocal courses and that they were in a meeting situation as defined by article 18. It can be said that the action of the third mate of vessel "A" was timely in altering her course to the right as he did shortly after seeing the other vessel, but his change was only 5°. Had he made a drastic change, say 45°, this accident might have been avoided. It should be noted too, that when the 5° change of course was made the

whistle signal of one blast, as prescribed by the rule, was not given.

Now on vessel "B" the master and the third mate were both on the bridge and the testimony taken at the Coast Guard investigation indicated that they both saw the green light and white masthead light of vessel "A." An analysis of the movements of the vessels immediately prior to the collision will show that full credence cannot be given to their testimony. It was ascertained that when vessel "B" struck vessel "A" that vessel "B" was on a course of 125°, and that vessel "B" maintained full speed up to the time she struck "A." Vessel "B" 's original course was 262°, thus indicating a change of course of 137°. Vessels of this type when fully loaded have a tactical diameter at full speed of approximately 760 yards. This vessel was in ballast and probably would maneuver more quickly and in a shorter turning circle. However, it would be reasonable to assume that she would have been at least 500 yards to the left of her base course when she struck vessel "A." Five hundred yards is roughly 1/4 mile which vessel "B" would have passed "A" had no change in course been made, and had vessel "B" promptly altered course to the right she would have passed "A" at a much greater distance.

The situation was further complicated by the fact that vessel "B" had been blowing fog signals and continued to blow one-blast signals although she was changing course to the left and had had vessel "A" in sight for several minutes and irrespective of the rule which requires a two-blast signal when altering course to the left. Incidentally, it is anticipated that the damage claims in this case will run into several millions of dollars.

A second instance of violation of article 18 resulting in a collision between two vessels and the loss of four lives occurred last summer outside of New York harbor.

Vessel "C," en route from New York to Newfoundland, had passed Fire Island buoy on the port hand and was on a course of 95° true, speed 9 knots, when the white masthead light and red and green running lights of another vessel, vessel "D," were sighted dead ahead. Visibility was practically unlimited. The master of vessel "C" changed course to 79° true, going to the left 16°. About 3 minutes after the change of course was made, the running lights of the other vessel were seen a point on the starboard bow. Within 10 minutes of the time the change in course was made, only

the red light of vessel "D" was seen on the starboard bow.

Vessel "D" was en route from a European port for New York and was approaching Fire Island buoy on a course of 267° true and at a speed of 18 knots. Twenty minutes before the collision the third mate of vessel "D" sighted the masthead light of "C," at a distance of about 9 miles, nearly dead ahead. As only the white light was visible, it was assumed to be the stern light of an overtaken vessel. A change in course of about 2° to the right was made by vessel "D." The vessels continued to approach each other without appreciable change in bearing until about 5 minutes before the collision when vessel "D" saw the outline of vessel "C" and ordered hard right rudder and gave one blast on the whistle. Vessel "C" replied to vessel "D" with a two-blast signal and put the rudder hard left. Vessel "D" struck vessel "C" on the starboard quarter.

The primary fault lay with the master of vessel "C" for his violation of article 18 of the International Rules To Prevent Collisions at Sea. Both of the above-described collisions were needless and can only be ascribed to a heedless disregard of the simplest rudiments of navigation. The only excuse offered by the master of vessel "C" for going to the left was that he

was going north.

Comparative Rules on the Road

The publication Comparative Rules of the Road has been printed and is ready for sale at 45 cents per copy from the Superintendent of Documents, Washington, D. C. This publication is comprehensive and well illustrated in which will be found, in substance, the rules and regulations for the prevention of collisions, now in effect on the high seas and on various inland waters of the United States. They are abbreviated, edited, and arranged according to subject matter and geographical application, with brief explanatory notes where needed for the sake of clarity, or to disclose ruling court interpretation.

The material presented is necessarily an abridgment of the various sources from which it is derived. The following Coast Guard pamphlets, giving the full text of the rules applicable within the areas specified, may be obtained on request from Coast Guard headquarters, or from the nearest Marine Inspection office of the Coast

Guard:

Rules to Prevent Collisions of Vessels and Pilot Rules for Certain Inland Waters of the Atlantic and Pacific

Pilot Rules for the Great Lakes and Their Connecting and Tributary Waters. Pilot Rules for the Rivers Whose Waters Flow Into the Gulf of Mexico and Their Tributaries and the Red River of the North.

Motorboat Regulations.

There are, in addition, numerous textbooks on the subject which contain detailed discussions of the several rules, with important points of similarity and difference dwelt upon and with major court interpretations cited.

It cannot be emphasized too strongly that the great majority of marine collisions are directly due to failure to obey the rules which apply in the given situation. A superficial acquaintance with such rules is not enough; every person charged with the navigation of any vessel must, for his own safety and that of others, be

thoroughly familiar with all applicable rules and able instantly to follow the correct rule in emergency.

1946 Light List for Intracoastal Waterway

The 1946 edition of the Light List for the Intracoastal Waterway has just made its appearance, being corrected to July 1. As the aids to navigation in this waterway are on a full peacetime basis, there is no change in the form of the list over that published last year. The corrections to the list are due entirely to the normal work of maintaining the aids. The new list is on sale by the Superintendent of Documents, Washington 25, D. C., at 40 cents per copy.

HEARING UNITS

Coast Guard Merchant Marine Hearing Units and Merchant Marine Details investigated a total of 2.778 cases during the months of August and September 1946. From this number hearings resulted involving 125 officers and 456 unlicensed men. In the case of officers, 8 licenses were ordered revoked, 41 were suspended, 52 were suspended on probation, 12 were voluntarily surrendered, 8 closed with admonition and 14 cases were dismissed. Of the unlicensed personnel 33 certificates were revoked. 235 were suspended, 214 were suspended on probation, 67 were voluntarily-surrendered, 3 cases were closed with admonitions and 21 were dismissed after hearing.

LESSONS FROM CASUALTIES

When You Are Right Stick to Your Guns

Failure to maintain one's convictions or to proceed against one's better judgment may result in a casualty having serious results. This is illustrated in the following case.

A tank steamer was recently discharging a cargo of 80-octane gasoline to a short tank. The hose used was not the ship's hose but was furnished from shore. The chief officer. a man of considerable experience. supervised the connecting of the hose and the transfer operations. This officer was not entirely satisfied that with a rising tide, the hose was long enough to provide for movement of the vessel which had only about onethird of its cargo capacity on board. After the connection had been made there was apparently about a 2-foot clearance between the hose and the gunwale of the vessel. The dock em-ployees indicated that the hose was of sufficient length and that it had been used on other vessels under similar circumstances. The chief officer against his better judgment accepted the word of the dock employees and with this hose commenced transfer operations. The vessel started discharging 80-octane gasoline at a rate of 9,000 barrels an hour by using three cargo pumps.

Shortly after pumping had started a severe wind and rain squall struck the vessel on the port side causing it to swing a little away from the dock. Due to the fact that the transfer hose was not of sufficient length to permit this movement of the vessel, the connection on the dock carried away at the flange. Several hundred barrels of gasoline were spilled on the dock and between the dock and vessel be-

fore the ship's pumps could be stopped and the valves ashore closed.

The following drawing illustrates approximate conditions at the time transfer operations began. It will be noted that there is only 18 inches clearance between the hose and the gunwale bar of the vessel when transfer operations started. It is estimated that the vessel rose about 6 inches as a result of the discharge of cargo and 2 inches because of the rising tide, which would place the hose nearly on the upper edge of the gunwale. It can readily be seen that the effect of a sudden squall blowing on the side of the vessel would place a tremendous strain on the hose and connections, and it was inevitable that something would let go. In any case, had nothing happened, it would probably have been necessary to stop transfer operations before the vessel was completely discharged to obtain a longer length of hose.

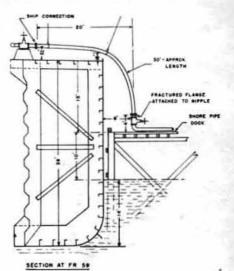
After the gasoline spilled on the water, the flood tide carried the gasoline on the surface ahead of the vessel. The wind, which was blowing in an opposite direction to the tide, carried the vapors back over the vessel. While the chief mate and the shore employees were examining the fracture connection, fire, which it was thought was caused by lightning, was seen on the surface of the water about 200 feet ahead of and traveling rapidly toward the ship. The vessel was soon wrapped in flames, and several cargo tanks exploded.

Efforts were made to combat the fire by turning on the steam smothering system at the master valve. It developed, however, that the valves to the individual tanks were closed and the steam could not reach the tanks. The members of the crew who were

aboard had to jump overboard and were rescued by small vessels in the vicinity. Three men met their death, and the vessel became a total loss as a result of this fire.

Section 35.5-4 of the Tank Vessel Regulations states in part that, "Sufficient hose shall be used to provide for movement of the vessel." It was incumbent upon the chief officer to see that this condition was satisfied and he should not have permitted transfer operations to start until it was corrected. If a sufficient length of hose had been used, in all probability this accident would not have occurred. It is evident that the chief officer let the opinion of people not responsible for safety of the vessel prevail over his better judgment.

Notice should be also taken of the fact that the steam smothering valves to the individual tanks were closed.



Section 34.3-5 (b) of Tank Vessel Regulations requires that the valves shall be opened at all times except when cargo may be contaminated or the passage of gases or vapor between tanks may occur.

This casualty should be a warning to all officers in charge of transfer operations on tankers that they comply strictly with the rules and regulations and not let their judgment be overruled by any person who is without authority or who is not responsible for the safety of the vessel, its cargo, and its crew.

Carelessness Bats .500 at Sea

Wait a minute, Mate! Take five minutes and read this little article, for it concerns and benefits you. For months unusual and spectacular stories have been told about casualties at sea and deaths of seamen in freakish accidents for they make interesting articles and the lessons they contribute are valuable. But the more commonplace accidents, even though greater in number, are often neglected. They are the accidents that produce the cripples and the maimed; that are not fatal, but still take away a man's earning power temporarily or permanently.

A seaman's duties are sometimes hazardous. Perhaps it's more than just coincidence that has led cartoonists to depict old "salts" as characters with peg legs. There are times when it is necessary to take chances, a hazardous job that must be done. If you're assigned to such a job, do it in the most prudent possible manner, so that you'll be around another day to do it again.

Don't turn to the next page! This isn't just another one of that interminable number of dry safety lectures.

This time you're getting the straight inside information; not about the accident that happened on your ship, nor those that happen in your company's fleet, but about those accidents happening every day on American ships all over the world. And, in getting in on the inside, you, too, will conclude that accidents don't just happen, they are caused. You, too, will conclude that it isn't only the Coast Guard's problem and the company's problem, but in the greatest measure the problem of those who can benefit the most by their curtailment-the seamen.

When little "Butch," age 9 months, has an "accident" at home, mother rectifies it with a flick of a wrist and he's ready for more adventures. But shipboard accidents have more severe results and cannot be treated so lightly.

In tabular form below is an analysis of 155 recent shipboard injury cases. Don't look at them as merely a lot of figures in a little box—look behind and see the picture of agonizing days spent in hospitals, the income lost to the seaman and his family, and in some cases think of the future of

those permanently disabled. Not to mention the loss sustained by the vessel operator.

What else does the chart show? Several facts can be proved:

 That experience and knowledge are great teachers, for it is shown that the younger men, those 20 and under, who have not had much experience, suffered the most severe casualties, and that 65 percent of their accidents were caused by negligence.

That the officers, with their greater experience, were involved in less accidents due to negligence.

3. That the injury resulted in laying up victims on an average of 1 week per accident. However this figure is low as the Coast Guard receives many reports showing only that the man has been hospitalized, sometimes overseas, and has no record of the length of the hospitalization. In such cases we have listed 3 days as the time lost, whereas in most instances it was undoubtedly greater.

This is the first in a series of accounts dealing with these shipboard injury cases. In future articles we'll tell you how these men get hurt and why

AN ANALYSIS OF 155 SHIPBOARD INJURY CASES INCAPACITATING MEN FOR 72 HOURS OR MORE

| Age group (years) | Li- | Unli- | Suffering of appear | ndage | 1 | Due to co | relessnes | s | Man- days | Aver- age man- |
|--|--------|----------------|---------------------|-------------------------|---------------|--------------|-----------------|----------------------|-------------------|----------------------|
| reso story (years) | censed | censed | Num- ber | Per- cent | Li- censed | Per- cent | Unli- censed | Per- cent | lost | days |
| 20 or under 21 to 30 31 and over | 3 7 | 40 21 84 | 9 4 10 | 22. 5 16. 6 10. 9 | 1 2 | 33 28, 5 | 26 10 38 | 65 47. 6 45. 2 | 299 159 730 | 7, 5 6, 6 8, 0 |
| Total | 10 | 145 | 23 | 15, 8 | 3 | 30 | 74 | 51 | 1, 188 | 7.6 |

APPENDIX

Amendments to Regulations

TITLE 33—NAVIGATION AND NAVIGABLE WATERS

Chapter I—Coast Guard, Department of the Treasury

PART 1—GENERAL ORGANIZATION AND JURISDICTION

GENERAL ORGANIZATION

Section 1.05-50 (b) (11 F. R. 177 A-75) is amended to read as follows:

§ 1.05-50 Intra- and inter-agency committees.

(b) Merchant Marine Council. (1) The Merchant Marine Council is a deliberative body to consider proposed merchant marine regulations, approval of equipment, and such other matters as the Commandant may refer to it, and shall conduct public hearings when so directed by the Commandant and shall generally provide a forum where problems concerning the public and maritime industry may be considered. The Council is a body to advise the Commandant as to policy matters and it has no operating responsibility or authority.

(2) The members of the Merchant Marine Council shall be the Commandant; Chief, Office of Merchant Marine Safety, Chairman; Assistant Chief, Office of Merchant Marine Safety, Vice Chairman; Chief, Planning and Control Staff; Assistant Engineer in Chief; Chief, Merchant Vessel Inspection Division; Chief, Merchant Marine Technical Division;

Chief. Merchant Marine Personnel Division: two senators and two representatives from Congress, as designated by the Commandant; and two District Commanders and three marine inspection officers, as designated by the Commandant. The members will participate in all business of the Council except that the Chief, Planning and Control Staff, the Assistant Engineer in Chief, and the members of Congress do not have voting power. The District Commanders and marine inspection officers designated as members of the Council will be changed from time to time. Those members of the Council who are assigned to duty at Headquarters shall constitute a Committee of the Council.

(3) The Merchant Marine Council

shall be assisted by panels of con-sultants selected for their ability in particular phases of the merchant marine industry. Panel members will be appointed by the Commandant upon the recommendation of the Merchant Marine Council or Committee of the Council. Each panel shall have a chairman who will be designated by the Commandant. The meetings shall be held at the request of the Merchant Marine Council, upon the initiative of the chairman of the panel, or at the request of the panel members. Panels may also be invited to participate in Merchant Marine Council discussion. The panels may furnish the Council with recommendations concerning maritime matters upon request from the Council or upon their own initiative.

(4) The Chief, Office of Merchant Marine Safety, shall provide a secretariat for the Merchant Marine Council from the personnel assigned to his office. The Chief Counsel, U. S. Coast Guard, shall be the Legal Adviser for the Merchant Marine Council.

[SEAL]

J. F. FARLEY, Admiral, U. S. C. G., Commandant.

(11 F. R. 13912; 28 November 1946.)

FIELD ORGANIZATION

§ 1.10-5 Coast Guard districts and offices (11 F. R. 177A-75) is amended by changing the description of the 7th Coast Guard District in the second column of the table to read as follows:

States of South Carolina, Georgia, and Florida less the counties west of the Apalachicola River.

(39 Stat. 601; 14 U. S. C. 95)

[SEAL] E. H. FOLEY, Jr., Acting Secretary of the Treasury, (11 F. R. 13912; 28 November 1946)

FIELD ORGANIZATION AND DELEGATION OF AUTHORITY

The following amendments to the regulations describing organization and procedures are promulgated to effectuate compliance with the requirements of section 5 (c), 7 and 8 of the Administrative Procedure Act and these amendments shall be in full force and effect on and after Dec. 11. 1946:

 Section 1.10-20 Marine Inspection Districts and Offices is amended by changing the title "Hearing Officer" to "Senior Investigating Officer" in subparagraph (b) (2).

Part 1 is amended by adding a new § 1.50-40 reading as follows:

§ 1.50-40 Examiners. Examiners are hereby delegated final authority to conduct hearings required in the adjudication of cases involving suspension or revocation of licenses or certificates under 46 U. S. C. 239 and shall render initial decisions based

upon the facts adduced at the hearings. In the case of an appeal from the decision of an examiner, except in case of willfulness or that in which public health, interest, or safety requires otherwise, the examiner who conducted the hearing and rendered the decision appealed from, or his successor, is hereby delegated the authority to issue a temporary license or certificate of the same type and character as that suspended or revoked by his decision, which shall be effective for a definite period of time, with right of extension if necessary, or until a final determination of the appeal is made, whichever occurs first.

(Sec. 3, Pub. Law 404, 79th Cong.; 60 Stat. 238; Reorg. Plan No. 3 of 1946, 11 F. R. 7875)

[SEAL] J. F. FARLEY, Admiral, U. S. C. G., Commandant.

(11 F. R. 13970; 30 November 1946)

RULE MAKING

Sections 1.75-10 (a) and (b) (11 F. R. 177A-77) are amended to read as follows:

§ 1.75-10 Notices, hearings, and panels. (a) The Merchant Marine Council is the deliberative body which will consider material and arguments for or against adoption of proposed regulations. The Council meets in regular sessions twice yearly, in March and September, and at such other times in special sessions when called by the Commandant. The meetings of the Council will be open to the public. A quorum for meetings of the entire Council shall be nine of the members with voting privileges. A majority of the voting members who are present shall be required to pass any motion before the Council. The Committee of the Council meets in regular session monthly, and at such other times in special sessions when called by the Chairman, Merchant Marine Council. The Committee will review proposed regulations and type approvals to be considered by the Council, adopt an agenda for the next regular session of the Council and consider such other matters as may be referred to it by the Commandant or the Chief, Office of Merchant Marine Safety. The Committee has the authority to pass upon type approvals of equipment and to recommend changes of regulations of an emergent nature during the intervals between meetings of the Merchant Marine Council, which actions will be placed on the agenda for review by the Council.

(b) Notice of the time and place of the meeting of the Merchant Marine Council will be published in the Federal Register approximately thirty days in advance of any meeting. In addition either the full text of the proposed regulations or the substance of the proposed regulations will be published in the same notice, along with a reference to the statutory authority for such regulations. In either case, at least thirty days before any meeting, copies of the proposed regulations will be mailed to interested parties for study and comment. Comments may be submitted in writing to the Commandant (CMC), Coast Guard Headquarters, Washington, D. C., or may be presented at the public meeting.

(Reorg. Plan No. 3 of 1946, 11 F. R. 7875)

[SEAL]

J. F. FARLEY, Admiral, U. S. C. G., Commandant.

15 NOVEMBER, 1946.

(11 F. R. 13696; 21 November 1946)

TITLE 46-SHIPPING

Chapter I—Coast Guard: Inspection and Navigation

Subchapter A-Procedures Applicable to the

PART 1-GENERAL COURSE AND METHODS

GENERAL FLOW OF FUNCTIONS

Section 1.01 (11 F. R. 177A-81) is amended by changing the title "Hearing Officer" to "Senior Investigating Officer" in paragraph (a) and by adding a new paragraph (c) reading as follows:

§ 1.01 General flow of functions.

(c) The course and method by which proceedings looking to the revocation or suspension of licenses and certificates are channeled begins with the preferment by the investigating officer of charges, and specifications thereunder, against the holder of the license or certificate. Then follows the hearing by the examiner and his decision on the basis of the law and the evidence adduced at the hearing. The examiner issues his findings and order in each case, which are then filed with the Merchant Marine Investigating Unit for information and forwarding through the following channels for their information: Officer in Charge, Marine Inspection, Marine Inspection Officer on the Staff of the Coast Guard District Commander, and the District Commander. From the latter officer the chain is to the Chief of the Merchant Marine Personnel Division within the Office of Merchant Marine Safety at Headquarters. In most administrative cases the channel ends at that point. However, in the cases of appeals, the notice of appeal with supporting papers is filed with the Coast Guard

District Commander of the district in which the hearing was held, if within the United States or its possessions, who transmits the notice of appeal with supporting papers, if any, and a complete transcript of the record in the case to the Commandant. In foreign ports the examiner files his findings and order with the Merchant Marine Detail for information and from there the record in the case is forwarded to the Commandant. Appeals from decisions of examiners in foreign ports are filed with the Coast Guard District Commander in the district in which the person first arrives in the United States. The Coast Guard District Commander immediately forwards the appeal to the Commandant.

PART 4-INVESTIGATIONS AND HEARINGS 1 CASUALTIES AND ACCIDENTS AND DISCIPLI-NARY PROCEEDINGS

1. Section 4.01 - 60Preferring charges is amended by changing the title "examining officer" to "investigating officer" in the last sentence.

2. Section 4.05-1 General is amended by changing the title "examining officer" to "investigating officer" and "hearing officer" to "examiner" in paragraphs (a) and (b), and by changing the name "Merchant Marine Hearing Unit" to "Merchant Marine Investigating Unit" in paragraph (a).

3. Part 4 is amended by adding a new § 4.05-3 reading as follows:

§ 4.05-3 Examiner's responsibili-ties. (a) The examiners are designated by the Commandant to conduct hearings necessary in the adjudication of disciplinary cases arising under 46 U.S.C. 239 and are under the administrative control of that officer. The examiners are responsible for the conduct of hearings and shall observe all rules and regulations promulgated by the Commandant as amended from time to time. The examiners shall render their decisions as soon as possible after the hearing is closed.

(b) The examiners shall be responsible for the preparation and forwarding of reports of hearings and the administrative work relating thereto, and shall have access to facilities and temporary use of personnel at such times and places as are needed in the prompt dispatch of official business.

(c) The examiners shall perform no duties inconsistent with or which will interfere with their duties and responsibilities as examiners. Any additional duties for examiners shall be assigned by the Commandant.

(d) An examiner is prohibited from consulting with anyone concerning "any fact in issue" involved in the case, unless, after notice, all parties are permitted to participate. He may

not informally obtain advice or opinions from the parties or their counsel or from any officer or employee of the Coast Guard as to the weight or interpretation to be given to the evidence. If, as the hearing develops, the examiner realizes that the evidence adduced must be analyzed by experts, he may request the holder of the license or certificate involved. or the investigating officer, to produce the necessary experts to give their views as witnesses. The examiner may, however, informally obtain advice on matters of law or agency policy from officers or employees of the Coast Guard who were not "engaged in the performance of investigative or prosecutive functions" in that or a factually related case. This limitation does not apply to the Commandant, and the examiner may at any time consult with and obtain instructions from him on questions of law and policy.

- 4. Section 4.05-5 Investigations is amended by changing the title "examining officer" to "investigating officer.'
- 5. Section 4.05-20 Hearings is amended by changing the title "examining officer" to "investigating officer." and "hearing officer" to "examiner," in paragraphs (a) and (b); by changing the name "Merchant Marine Hearing Unit" to "Merchant Marine Investigating Unit," in paragraph (a); and by amending the last sentence of paragraph (b) to read as follows:

§ 4.05-20 Hearings. * * The testimony at the hearing shall be taken down by a reporter and later transcribed.

6. Section 4.05-35 is amended to read as follows:

§ 4.05-35 Appeals. Within 30 days an appeal may be made from the decision of the examiner to the Commandant. This appeal shall be made in writing and filed with the Coast Guard District Commander in accordance with the procedures in § 136.107 or 136.112 of this chapter.

Subchapter K-Seamen

PART 136-"A" MARINE INVESTIGATION BOARD RULES

TEMPORARY WARTIME RULES GOVERNING INVESTIGATIONS OF ACCIDENTS OR CAS-

- 1. Sections 136.104 (b), (d) and (e), and 136,106 (a) and (e) are amended by changing the title "examining officer" to "investigating officer."
- 2. Section 136.106 (b) and (c) is amended to read as follows:
- § 136.106 Suspension or revocation proceedings. *

(b) To institute such proceedings the investigating officer shall prepare charges and specifications and serve the same upon the holder of the license or certificate involved, and at the same time he shall furnish the appropriate examiner with a copy of such charges and specifications, and transmit the case for hearing by the examiner. The examiner shall fix the time and place of the hearing and furnish information thereof to the investigating officer who shall summon the person charged, subpoena witnesses and otherwise prosecute the

- (c) The Commandant shall designate examiners who will conduct the hearings provided for in this section.
- 3. Sections 136.106 (e), (f) and (h) are amended by changing the title "hearing officer" to "examiner."
- 4. Section 136.107 is amended to read as follows:
- § 136.107 Appeal. (a) A person whose license or certificate is revoked or suspended by an examiner in a Coast Guard District may, within 30 days after the decision of the examiner take an appeal to the Commandant. This appeal to the Commandant shall be taken by filing a notice of appeal with the Coast Guard District Commander of the district in which the hearing was held. A person whose license or certificate is revoked or suspended by an examiner in a foreign port may within thirty days from the date of his arrival in the continental United States or thirty days from the date of the decision, whichever is later, take an appeal to the Commandant. This appeal to the Commandant shall be taken by filing a notice of appeal with the Coast Guard District Commander of the district in which the person first arrived in the continental United States. The notice may be prepared by the appellant or appellant's counsel. The notice shall be typewritten or written in a legible hand, shall be addressed to the Commandant and shall set forth as briefly as possible the name of the appellant, the nature of the charge, the substance of the decision of the examiner, the name of the examiner who made the decision and a statement of each separate ground for such appeal, together with a certificate from the appellant that the appeal is not taken for the purposes of delay. The appellant may file a brief or memorandum with his notice of appeal in elaboration of the matters therein set forth. The Coast Guard District Commander shall immediately transmit such notice of appeal and brief, if any, to the Commandant together with a complete transcript of the record in the case, if in his possession.

(b) The Commandant on appeal may alter or modify any finding of the examiner and may affirm, reverse,

¹¹¹ F. R. 177A-86.

or modify the order of the examiner, or he may remand the case for further hearing, but the Commandant will not consider evidence which is not a part of the record. The decision of the Commandant on appeal shall be final and shall be binding on the parties for all purposes.

(c) A complete transcript of the record will be made available to any person whose license or certificate is revoked or suspended for the purpose of taking an appeal pursuant to the provisions of this section.

(d) Any person intending to appeal from the decision of the Examiner to the Commandant may file with the examiner who rendered the decision or the Commander of the Coast Guard District in which the hearing was held a written request for a temporary license or certificate of the same type and character as that suspended or revoked by his decision. If this request is filed with the District Commander, he shall immediately transmit such request to the examiner who heard the case in the event the case has not been forwarded to the Commandant, otherwise the request shall be forwarded to the Commandant. Except in the case of willfulness, or that in which public health, interest, or safety requires otherwise, the examiner or the Commandant in his discretion may issue a temporary license or certificate of the same character and legal effect as that suspended or revoked or subject to such terms and conditions as the issuing officer may prescribe except that it shall be effective for a definite period of time, which may be extended from time to time, or until the final determination of the appeal is made. The request for a temporary license or certificate and the action of the examiner or the Commandant on the request shall be made a part of the

Section 136.111 is amended by changing the expression "examining and hearing officers" to "investigating officer and examiners."

6. Section 136.112 is amended to read as follows:

§ 136.112 Appeals from decisions outside United States. A person desiring to appeal from a decision of an examiner made under the authority of § 136.111, shall file such appeal, in the manner prescribed by § 136.107 with the Coast Guard District Commander in the district in the continental United States in which he shall first arrive. The appeal must be made within thirty days from the date of arrival, or thirty days from the date of the decision, whichever is the later.

The above amendments to the regulations describing organization and procedures are promulgated to effectuate compliance with the requirements of sections 5 (c), 7, and 8 of the Administrative Procedure Act and these amendments shall be in full force and effect on and after December 11, 1946.

(R. S. 4450, as amended, 46 U. S. C. 239; and Reorg, Plan No. 3 of 1946, 11 F. R. 7875)

[SEAL]

J. F. FARLEY, Admiral, U. S. C. G., Commandant.

(11 F. R. 13970; 30 November 1946)

Waivers

Appendix A-Waivers of Navigation and Vessel Inspection Laws and Regulations

CONDITIONAL WAIVER OF MANNING REQUIREMENTS

The Commandant, United States Coast Guard, having by an order dated April 8, 1943 (8 F. R. 4736), as amended by an order dated August 30, 1945 (10 F. R. 11251), and an order dated January 4, 1946 (11 F. R. 300). issued pursuant to the authority of the order of the Acting Secretary of the Navy, dated October 1, 1942 (7 F. R. 7979), as amended by an order of the Secretary of the Navy, dated June 5, 1945 (10 F. R. 6848), and confirmed by the Coast Guard General Order 1-46 dated January 1, 1946 (11 F. R. 185), found it necessary in the conduct of the war to invoke conditional waivers of manning requirements set forth in navigation and vessel inspection laws and regulations administered by the Coast Guard to the extent and in the manner and upon the terms and conditions therein set forth, and said order of October 1, 1942, as amended, has been continued by Executive Order 9666, dated December 28, 1945 (11 F. R. 1), Reorganization Plan No. 3 of 1946 (11 F. R. 7875), Coast Guard General Order 1-46 dated January 1, 1946 (11 F. R. 185), and Coast Guard General Order 2-46, approved July 16, 1946 (11 F. R. 7775), and finding the following further amendment to the order dated April 8, 1943, as amended, necessary in the conduct of the war:

It is ordered, That the order dated April 8, 1943, as amended August 30, 1945, and January 4, 1946, be and it hereby is further amended in the following respects, effective upon the date of publication in the Federal Register:

1. The first paragraph is amended by deleting the last sentence thereof. (Published in amendment dated January 4, 1946 (11 F. R. 300).)

2. The following paragraph shall be inserted between the first and second undesignated paragraphs:

Vessels affected. The phrase "conduct of the war," as used herein, comprehends the conduct of the Government's military and civilian programs in the readjustments to post-hostilities conditions in the United States, its territories and possessions, and in theaters of war including disposition of personnel and matériel, government of occupied territory and rehabilitation of liberated areas. takes into account the abnormal conditions resulting directly and indirectly from the conduct of the war to which the present shortage of personnel and matériel is attributable, and rests upon the reasoning that the process of readjustment and conversion of the economy of the nation from a war to a normal peacetime basis is as much a part of the conduct of the war as the opposite process of readjustment and conversion in preparation for prosecution of actual hostilities. Therefore, all merchant cargo and tank vessels registered, or enrolled and licensed under the laws of the United States, shall be considered to be engaged in the conduct of the war so long as this Conditional Waiver of Manning Requirements dated April 8, 1943, as amended, remains in effect, or unless a local representative of the United States Maritime Commission informs the appropriate Coast Guard District Commander or Officer in Charge, Marine Inspection, that a particular vessel or vessels in either of such classes should not be so included.

 The last paragraph is amended to read as follows (Published in amendment dated January 4, 1946 (11

F. R. 300)):

Authority for waiver. This conditional waiver is made and is effective pursuant to and under authority of section 501 of the Second War Powers Act (Sec. 501, 56 Stat. 180, 50 Appendix U. S. C., 635), as extended, and the order of the Acting Secretary of the Navy, dated October 1, 1942 (7 F. R. 7979), as amended by order of the Secretary of the Navy dated June 5, 1945 (10 F. R. 6848), as continued by Executive Order 9666, dated December 28, 1945 (11 F. R. 1), Reorganization Plan No. 3 of 1946 (11 F.R. 7875), Coast Guard General Order 1-46, dated January 1, 1946 (11 F. R. 185), and Coast Guard General Order 2-46, approved July 16, 1946 (11 F. R. 7775).

Nothing herein shall impair the continuing effectiveness of waivers heretofore effectuated pursuant to the said order dated April 8, 1943, as amended, prior to its amendment by this order.

Dated: 8 November 1946.

[SEAL] J. F. FARLEY, Admiral, U. S. Coast Guard, Commandant.

(11 F. R. 13526; 16 November 1946)

Equipment Approved by the Commandant

By virtue of the authority vested in me by R. S. 4405, 4417a, 4426, 4481, 4482, 4488, and 4491, as amended, 49 Stat. 1544, 54 Stat. 163–167, sec. 5 (e), 55 Stat. 244 (46 U. S. C. 367, 375, 391a, 404, 474, 475, 481, 489, 526–526t, 50 U. S. C. 1275), and section 101, Reorganization Plan No. 3 of 1946 (11 F. R. 7875), the following approvals of equipment are prescribed, effective upon the date of publication in the Federal Register:

BUOYANT CUSHIONS FOR MOTORBOATS

Approval No. A-319, standard kapok buoyant cushion, for use on motorboats of Classes A, 1, and 2 not carrying passengers for hire, manufactured by Higgins Sporting Goods Company, 1536 S. Harvard, Tulsa 4, Okla.

Approval No. A-320, standard kapok buoyant cushion, for use on motorboats of Classes A, 1, and 2 not carrying passengers for hire, manufactured by Freeport Bedding Co., Inc., 211 East Merrick Road, Freeport, N. Y.

Approval No. A-321, standard kapok buoyant cushion, for use on motorboats of Classes A, 1, and 2 not carrying passengers for hire, manufactured by Aalco Manufacturing Company, 728 Dallas Drive, St. Louis County 23, Mo.

Approval No. B-354, 15" x 15" x 2" buoyant cushion, 20 ounces kapok (covered with VU1930 or VU1940 flexible Vinylite sheeting of a thickness not less than 0.012 inch, furnished by the Bakelite Corp., New York, New York), for use on motorboats of Classes A, 1, and 2 not carrying passengers for hire, manufactured by Neptune Specialties, Inc., 190 Columbia Heights, Brooklyn, New York.

HAND-PROPELLING GEAR FOR LIFEBOATS

Fleming patent hand-propelling gear, Dwgs. Nos. 2013 and 2015, dated 7 December 1944, submitted by Imperial Lifeboat & Davit Company, Inc., Athens, N. Y.

LIFEBOATS

26' x 8.3' x 3.58' metallic oar-propelled lifeboat, 46-person capacity, general arrangement Dwg. No. 2659, dated 5 December 1945, submitted by Lane Lifeboat and Davit Corporation, Flushing, Long Island, N. Y.

28' x 10' x 4' steel motor-propelled lifeboat without radio cabin, 60-person capacity, general arrangement Dwg. No. G-382, dated 11 April 1946, revised 26 August 1946, submitted by C. C. Galbraith and Son, Inc., New York, N. Y.

18' x 6.5' x 2.6' steel oar-propelled lifeboat, 18-person capacity, general arrangement Dwg. No. 3121, dated 27 June 1946, revised 5 August 1946, submitted by the Welin Davit and Boat Division of the Robinson Foundation, Perth Amboy, N. J.

26' x 8.3' x 3.6' aluminum motorpropelled lifeboat with radio cabin, 40-person capacity, general arrangement Dwg. No. 3084, dated 2 May 1946, revised 19 September 1946, submitted by the Welin Davit and Boat Division of the Robinson Foundation, Inc., Perth Amboy, N. J.

26' x 9' x 3.83' aluminum oar-propelled lifeboat, 53-person capacity, general arrangement Dwg. No. 3083, dated 14 May 1946, revised 19 September 1946, submitted by the Welin Davit and Boat Division of the Robinson Foundation, Perth Amboy, N. J.

30' x 9.67' x 4.17' steel hand-propelled lifeboat, 70-person capacity, general arrangement Dwg. No. 2156, dated 15 August 1946, submitted by the Imperial Lifeboat & Davit Company, Inc., Athens, N. Y.

ELECTRICAL APPLIANCES

The following list supplements that published by the United States Coast Guard under date of 15 May 1943, "Miscellaneous Electrical entitled Equipment Satisfactory for Use on Merchant Vessels," as well as subsequently published lists, and is for the use of Coast Guard personnel in their work of inspecting merchant vessels. Other electrical items not contained in this pamphlet and subsequent listings may also be satisfactory for marine use but should not be so considered until the item is examined and listed by Coast Guard Headquarters. Before listings of electrical appliances are made, it is necessary for the manufacturer to submit to The Commandant (MMT), U. S. Coast Guard, Washington 25, D. C., duplicate copies of a detail assembly drawing, including a material list with finishes of each corrosive part, of each item. An examination of the drawings submitted will be made and, if necessary, tests conducted on such appliances to determine their suitability for marine use.

| | Locati | on appara | tus may | be used | |
|--|---|--|---------------|-------------------------------------|----------------|
| Manufacturer and description of equipment | Passen- ger and crew quarters and public spaces | Machin- ery carro and work spaces | Open decks | Pump rooms of tank vessels | Date of action |
| Auth Electrical Specialty Co., Inc., New York, N. Y.: Annunciator, Cat. No. 586MDF, 24 volts D. C., drawing No. 22746, alteration 2 | x | x | | | 11/8/46 |
| The Dayton Manufacturing Co., Dayton, Ohio: Lighting fixtures, nonwatertight: | - | | 1 | | Total Section |
| Berth light fixture No. C-10814MAT, 140-watt lamp maximum, drawing No. NY46D6, revision C. Celling fixture No. C-20007, 1 40-watt lamp maxi- | x | | | | 10/22/46 |
| mum, drawing No. X46D1025, revision O | X | | | | 10/22/46 |
| Ceiling fixture No. C-10831, 1 100-watt lamp maxi- mum, drawing No. X46G637, revision B. | x | | | | 10/22/46 |
| Wall fixture No. B-5276B, 1 60 watt lamp maximum, | x | ********** | ANTENDE | | 10/22/40 |
| drawing No. 789, revision 1 Ceiling fixture No. 10326, 1 40-watt lamp maximum. | 11.707 | 1200000000 | | | 100000 |
| drawing No. X46D1952, revision O Berth light fixture No. B-5624MAT, 1 25-watt lamp | x | ******** | 100000 | | 10/22/40 |
| maximum, drawing No. X46D1291, revision O Berth light fixture No. C-10838, 1 25-watt lamp maxi- | X | ******* | | | 10/22/46 |
| mum, drawing No. X46D1300, revision O | x | | | | 10/22/46 |
| Mirror or cabinet fixture No. B-5627, 1 40-watt lamp maximum, drawing No. X46D1132, revision O | x | | | | 10/22/46 |
| Ceiling fixture No. C-10827, 2 75-watt lamps maxi- | x | 11.000 | | 33,000 | 10/23/46 |
| mum, drawing No. X46K579, revision O. Ceiling fixture No. C-20001, 2 100-watt lamps maxi- | 1,000 | | | 120000 | 100 |
| mum, drawing No. X46K633, revision B Ceiling fixture No. C-10826, 2 100-watt lamps maxi- | x | ******** | | transco. | 10/23/4 |
| mum, drawing No. X46G569, revision O | x | | | | 10/23/4 |
| Ceiling fixture No. C-20002, 2 100-watt lamps maximum, drawing No. X46G1023, revision O | X | ******** | | | 10/23/46 |
| Bath wall fixture No. B-5446, I 40-watt lamp maximum, drawing No. 1320, revision 6 | x | | | | 10/29/46 |
| Ceiling fixture No. C-10824, 1 50-watt lamp maximum, drawing No. X46D1901, revision O | 1 | | Co | | 10/29/46 |
| Ceiling fixture No. C-10824-100W, 1 100-watt lamp | | 0.0000000000000000000000000000000000000 | | | -765 |
| maximum, drawing No. X46D1041, revision O Ceiling fixture No. C-10829-106W, 1 100-watt lamp | X | ****** | | | 10/29/4 |
| maximum, drawing No. X46D1022, revision A | X | ******* | | | 10/30/46 |
| Chiffodesk fixture No. B-5631, 1 25-watt lamp maximum, drawing No. X46D1636, revision A | x | ******** | | | 11/14/4 |
| Chiffodesk fixture No. B5630, 1 25-watt lamp maximum, drawing No. X46D1630, revision O | x | | | | 13/14/46 |
| Ceiling fixture No. C-10836, 1 40-watt lamp maxi- | | | | | 11/13/4 |
| mum, drawing No. X46D1129, revision A | - | ******** | | | Cha. Chr. |
| maximum, drawing No. X46D1041, revision O Ceiling fixture No. C-10829-106W, 1 100-watt lamp | X | | ****** | | 11/13/40 |
| maximum, drawing No. X46D1022, revision A | X | | | | 11/13/46 |
| Diamond Power Specialty Corp., Washington, D. C.; Smoke indicator, drawing No. C-1776-33, alteration O | x | x | | (Theready) | 11/12/46 |

| | Location | n appara | tus may b | e used | |
|---|---|--|---------------|-------------------------------------|----------------------|
| Manufacturer and description of equipment | Passen- ger and crew quarters and public spaces | Machin- ery cargo and work spaces | Open decks | Pump rooms of tank vessels | Date of action |
| dwards & Co., Norwalk, Conn.: Annunciator, burglar alarm, 115 volts D. C., drawing | | | | | |
| No. 7124, alteration O Pushbutton, interior communication, Cat. No. MD- | x | x | | | 11/1/46 |
| 3136, drawing No. 7254, alteration O | x | x | | | 11/1/40 |
| Door switch, interior communication, closed circuit, drawing No. 7130, alteration O | x | | | | 11/1/46 |
| Annunciator, burglar alarm, 115 volts D. C., drawing No. 7246, alteration 0 | x | x | | | 11/1/46 |
| Annunciator, Cat. No. 1778, drawing No. 5190MA, alteration 3 | x | x | | | 11/13/46 |
| Annunciator, Cat. No. M. D. 3342, drawing No. 7324, alteration I, 115 volts A. C. | x | x | | | 11/4/40 |
| Hose-McCann Telephone Co., Inc., Brooklyn, N. Y.: Rudder angle indicator system: | | | | | |
| Indicator, drawing No. HM-1015, alteration O Receiver, drawing No. HM-1007, alteration O Murlin Manufacturing Co., Philadelphia, Pa.: | z z | x | | | 10/18/46 10/18/46 |
| Ceiling fixtures, 360-wat lamps maximum, drawing No. S. P. 27455, alteration O. | | | | | 10/95/10 |
| Wall bracket fixture, 1 75-watt lamp maximum, drawing No. S. P. 27457, alteration O | x | | | | 10/25/4 |
| Ceiling fixture, 2 40-watt lamps maximum, drawing | x | | | | 10/25/40 |
| No. S. P. 27456, alteration O | х | | | | 10/25/4 |
| No. 580-1 (8-inch), alteration O. Celling fixture, 3 50-watt lamps maximum, drawing | x | | | | 10/25/4 |
| No. 303-1 (12-inch), alteration O. Ceiling fixture, 2 60-watt lamps maximum, drawing | x | | 122722 | ****** | 10/25/4 |
| No. 303-1 (10-inch), alteration O. Wall bracket fixtures, 1 60-watt lamp maximum, | x | | | | 10/25/4 |
| drawing Nos. 591-1 and 591-2, alteration O Berth and mirror light fixture, 1 25-watt lamp maxi- | x | ************** | | 223311197 | 10/25/4 |
| mum, drawing No. 863-1 alteration O. Ceiling fixture, I 66-watt lamp maximum, drawing | x | | | | 10/25/4 |
| No. S. P. 27453, alteration O. Recessed ceiling fixture, 10 60-watt lamps maximum, | x | | | | 10/25/4 |
| drawing No. S. P. 27454 | x | | | | 10/25/4 |
| Corner bracket fixture, 6 40-watt lamps maximum, drawing No. S. P. 27458. | x | | | | 10/25/4 |
| Directional sign fixture, 1 40-watt lamp maximum, drawing No. 905-1 and 905-2, alteration O. The Reliance Gauge Column Co., Cleveland, Ohio: Type E-18 dripproof illuminator assembled in model | х | | | | 11/4/4 |
| E-10, Eye-Hye, drawing No. B-6141-1, alteration O and C-6111, alteration O. The Simes Co., New York, N. Y.: Lighting flutures, nonwatertight: | х | x | | | 10/31/4 |
| Downlight, 1 60-watt lamp maximum, drawing 43459, alteration O. | x | | | | 10/18/4 |
| Ceiling fixture, 2 60-watt lamps maximum, drawing No. 43454, alteration O | x | | | | 10/18/4 |
| Ceiling fixture, 1 60-watt lamp maximum, drawing | 1000 | | | | policies. |
| No. 43453, alteration O. Ceiling fixture, 1 60-watt lamp maximum, and 17½- watt lamp maximum, drawing No. 43456, altera- tion O. | x | | | | 10/18/4 |
| Desk light, 1 60-watt lamp maximum, drawing No. | x | | | | 10/18/4 |
| 43457, alteration O Beath light, 1 25-watt lamp maximum, drawing No. 43452, alteration O | x | | | | 10/18/4 |
| Ceiling fixture, 2 60-watt lamps maximum, drawing No. 43455, alteration O | x | | | | 3300 |
| End table lamp, 1 100-watt lamp maximum, drawing | | -110 | | | 10/18/4 |
| No. 43462, alteration O Floor lamp, 1 100-watt lamp maximum, drawing | x | 2000 | Income to the | | 10/18/4 |
| No. 43458, alteration O | х | ******** | ****** | | 10/18/4 |
| No. 43465, alteration O | x | | | | 10/18/4 |
| ing No. 43463, alteration O Illuminated sign light, 2 25-watt lamps maximum, | x | | | ******** | 10/18/4 |
| drawing No. 43450, alteration O End table lamp, 1 100-watt lamp maximum, drawing | x | | | | 10/18/4 |
| No. 43461, alteration O End table lamp, 1 100-watt lamp maximum, drawing | x | | | | 10/18/4 |
| No. 43460 alteration O | x | | | | 10/18/4 |
| Lavatory mirror light, 2 25-watt lamps maximum, drawing No. 43451-A or -S, alteration O | x | | | | 10/18/4 |
| Table lamp, type L-13, 2 60-watt lamps maximum, drawing No. 43520, revision 10/6/46 | x | | | | 10/29/4 |
| Table lamp, type L-11, 1 25-watt lamp maximum, drawing No. 43521, revision 10/16/46 | x | 1.75352100 | | | 300 B-500 |
| Table lann, type L-10, I 100-watt lann maximum. | x | | | | Condi |
| | | | | | Courses. |
| drawing No. 43522, revision 10/16/46. Writing desk hamp, type L-12, 3 25-watt lamps maximum drawing No. 43523 revision 10/16/46. | * | | | | |
| Writing desk lamp, type L-12, 3 25-watt lamps maximum, drawing No. 43523, revision 10/16/46. Ceiling fixture, 1 60-watt lamp maximum, drawing No. 43472, alteration O | x | | | | 10/18/4 |

CLEANING PROCESS FOR LIFE PRESERVERS

Opera House cleaning process for kapok life preservers submitted by Opera House Laundry, 217 N. W. Everett, Portland, Oreg.

LIFE PRESERVERS

Approval No. B-355, Model 6, child kapok life preserver, Coast Guard Specification 160.002, manufactured by Cluff Fabric Products, 457-467 East 147th St., New York, N. Y.

Approval No. B-356, Model 6, child kapok life preserver, Coast Guard Specification 160.002, manufactured by Wilber & Son, 116 New Montgomery Street, San Francisco 5, Calif.

WINCH

Welin type AHS aluminum lifeboat winch, general arrangement Dwgs. No. 2990-4 (Horizontal Winch), and No. 3046-1 (Vertical Winch), both dated 22 December 1944, working load 7,500 pounds per drum and 15,000 pounds per winch, submitted by the Welin Davit and Boat Division of the Robinson Foundation, Perth Amboy, N. J.

Dated: 31 October, 1946.

SEAL] J. F. FARLEY, Admiral, U. S. Coast Guard, Commandant.

(11 F. R. 13465; 14 November 1946)

ITEMS SUITABLE FOR MERCHANT MARINE USE

AFFIDAVITS

It is required by the Marine Engineering Regulations that manufacturers submit affidavits before they manufacture items or equipment in accordance with these regulations for use on vessels subject to inspection by the Coast Guard. The following affidavit was received and accepted during the period from 15 October to 15 November 1946:

Thomas Machine and Supply Co., 2223 Twentieth Avenue South, Birmingham, Ala., Fittings and Flanges.

CERTIFICATION OF ARTICLES OF SHIP'S STORES AND SUPPLIES

Articles of ship's stores and supplies certificated from 26 October to 26 November 1946, inclusive, for use on board vessels in accordance with the provisions of part 147 of the regulations governing explosives or other dangerous articles on board vessels, is as follows:

Lanair Chemical Corp., 236 West North Avenue, Chicago 10, Ill., Lanco Oil Sludge Emulsifier, Certification No. 207, 26 November 1946.

Merchant Marine Personnel Statistics

MERCHANT MARINE LICENSES ISSUED DURING OCTOBER 1946

DECK OFFICERS

| | | Master | | | | | | | | | | (| Chief | mate | t | | | | | | | Se | eond | ma | te | | | | |
|----------------|----------|----------|----------------|----|---------|---|--------|---------|-------|--------------|----------|-------------|-------|-------------|---|------|----|------|----|-----|-----|-------------|------|------------|----|-------|------|---|---|
| | wise | | Great Lakes | | B, S, & | | Rivers | | Ocean | | | nst- ise | | ent ikes | | S. & | Ri | vers | Oe | ean | Co | ust- ise | | ent kes | | š. d: | Rive | | |
| | 0 | R | 0 | R | 0 | R | 0 | R | 0 | R | 0 | R | 0 | R | 0 | R | 0 | R | 0 | R | 0 | R | 0 | R | 0 | R | 0 | R | 0 |
| Atlantic const | 45 10 | 90 26 | 8 | 3 | | 2 | 11 3 | 55 2 | 2 2 | 5 2 13 | 65 17 | 14 2 | 1 | 2 | | | 1 | 6 | | 10 | 26 | 2 | | 2 | | | | | |
| Pacific coast | 29 | 37 | **** | 3 | | | 2. | 14 | î | 10 | 27 | 5 | 1 | | | | 5 | 5 | 5 | | 39 | 1 | | **** | | | **** | | |
| Total | 84 | 153 | 9 | 11 | 2 | 2 | 17 | 71 | 5 | 20 | 109 | 22 | 3 | 3 | | | 9 | 12 | 5 | 10 | 137 | 21 | | 3 | | | | | |

| | | | | | Third | mate | 9 | | | | | | Pi | lots | | | Master mate | | | | Total | | |
|--|-----------------|----|---|-------|-------|---------|---|--------|---|----------|----------------|---|----------|-----------|---------|--------------|-------------|--------|--------|--------|------------------|-----------------|------------------|
| Region Ge | Geenn Cor wi | | | | | B. S. & | | Rivers | | Gr Ln | Great Lakes | | S. & | Riv | ers | Unit | spec | ted ve | ssels. | Origi- | Re- | Grand | |
| | R | 0 | R | 0 | R | 0 | R | 0 | R | o | R | 0 | R | 0 | R | 0 | R | 0 | R | nnl | newal | total | |
| Atlantic const. Gulf const. Great Lakes and rivers | 145 33 | 7 | | 1 | | | | | | | | | 67 20 | 142 22 | 9 29 | 1 2 19 | | 3 | | | 417 123 40 | 351 64 32 | 768 187 92 |
| Pacific coast | 38 | 7 | | ***** | | | | | | | | | 26 | 2 46 | | 5 | 5 | 8 | 6 | 1 | 180 | 132 | 312 |
| Total | 216 | 15 | | 1 | | | | | | | 2 | 4 | 113 | 212 | 38 | 27 | 5 | 11 | 6 | 1 | 760 | 599 | 1, 359 |

ENGINEER OFFICERS

| | Chief engineer, steam | | | | First as | sistant | engineer, | steam | Second : | ssistani | t engineer | r, steam | Third | assistant | engineer | , stenm |
|--|-----------------------|----------------------|------|--------------------|---------------------|--------------------|-----------|-------------------|---------------------|--------------------|------------|----------|----------------------|-----------|----------|---------|
| Region | Ocean | | Inla | Inland | | Ocean | | Inland | | an | Inh | and | Oc | ean | Inl | and |
| | 0 | R | 0 | R | 0 | R | 0 | R | 0 | R | 0 | R | 0 | R | 0 | R |
| Atlantic coast Gulf coast Great Lakes and rivers. Pacific coast | 63 7 2 25 | 137 13 6 43 | 14 | 60 5 20 3 | 72 16 3 36 | 42 8 1 10 | 1 | 6 1 11 1 | 83 31 3 42 | 29 7 1 10 | i | 2 | 110 34 3 43 | 33 9 | i | 100000 |
| Total | 97 | 199 | 16 | 88 | 127 | 61 | 5 | 19 | 159 | 47 | 1 | 2 | 190 | 46 | 1 | |

| | | 1.1 | | Motor | vessels | | | | τ | ninspec | ted vesse | ls | Totals | | | |
|--|----------------|----------|-----------------------------|---------|------------------------------|------|-----------------------------|-----|----------------|---------|-----------|---------------|------------------|-----------------|------------------|--|
| Region | Chief engineer | | First assistant engineer | | Second assistant engineer | | Third assistant engineer | | Chief engineer | | Assi | stant neer | Orig- | Re- | Grand | |
| | 0 | R | 0 | R | o | R | o | R | О | R | 0 | R | inal | newai | total | |
| Atlantic coast Gulf coast Great Lakes and rivers | 48 . 8 | 80 19 | 17 3 | 22 3 | 18 | - 11 | 122 23 | 7 4 | | 4 | | | 548 125 32 | 433 69 50 | 981 194 82 | |
| Pacific coast | 19 | 35 | 11 | 8 | 5 | 6 | 7 | 3 | 3 | 7 | 4 | 1 | 195 | 131 | 326 | |
| Total | 82 | 141 | 36 | 35 | 27 | 18 | 152 | 14 | 3 | 11 | 4 | -1 | 900 | 683 | 1,583 | |

ORIGINAL SEAMEN'S DOCUMENTS ISSUED DURING OCTOBER 1946

| Region | Contin- uous dis- charge book | Certifi- cate of iden- tity | A. B., green, 3 years 1 | months emer- | A. B., blue, 18 months, 12 months | A. B., blue, 6 months emer- gency 2 | Life- boat, 12-24 months | United States Mer- chant Marine docu- ments | Q. M. E. D., | Q. M. E. D., emer- gency | Radio oper- ators | Certifi- cate of service | Tanker man | Staff officer | Total |
|---|---|--------------------------------------|----------------------------------|-----------------------|---|---|-----------------------------------|---|-------------------------|-----------------------------------|-------------------------|--------------------------------|---------------------|----------------------|-----------------------------------|
| Atlantic coast Gulf const Pacific coast Great Lakes and rivers | 1 5 2 2 | 2 | 35 16 24 15 | 182 65 40 21 | 142 10 57 24 | 4 24 | 457 82 141 93 | 2,406 357 589 1,162 | 327 108 144 55 | 171 58 55 40 | 11 5 | 1,818 266 381 1,096 | 19 12 12 2 | 129 16 75 2 | 5, 724 995 1, 531 2, 566 |
| Total | 10 | 4 | 110 | 308 | 263 | 32 | 773 | 4, 514 | 634 | 324 | 16 | 3, 561 | 45 | 222 | 10,816 |

Unlimited.

Great Lakes, lakes, bays, and sounds.
 Tugs and towboats and freight vessels under 500 tons (miscellaneous).
 2 months deck or 24 months other departments.

Note.—There were no Panamanian employment eards issued.

CREW SHORTAGE REPORTS FROM 1 OCTOBER TO 31 OCTOBER 1946

These Reports Submitted in Accordance With Navigation and Vessel Inspection Circular No. 34, Dated 1 May 1943

| Region | Num- ber of vessels | | Ratings in which shortages occurred | | | | | | | | | | | 1-3 |
|--|---------------------------|---------------|-------------------------------------|---------------|-------|--------------------|--------------------|-------------------|-------------------|--------------------|----------------|---|----------------------------|-----------------------|
| | | Chief mate | Second mate | Third mate | Radio | Able seamen | Ordinary seamen | Chief engineer | First engineer | Second engineer | Third engineer | Qualified member engine department | Wiper or coal passer | Total |
| Atlantic coast Gulf coast Pacific coast Great Lakes | 22 17 11 188 | -1 | 1 3 5 | 1 2 22 | 2 | 12 6 6 83 | 6 3 1 25 | In a proposition | 1 3 | 2 1 3 | 1 1 50 | 21 12 7 103 | 5 1 1 77 | 52 30 16 380 |
| Total | 238 | 2 | 9 | 25 | 2 | 107 | 35 | | 4 | - 6 | 61 | 143 | 84 | 478 |

WAIVERS OF MANNING REQUIREMENTS FROM 1 OCTOBER TO 31 OCTOBER 1946

Authority for These Waivers Contained in Navigation and Vessel Inspection Circular No. 31, Dated 13 March 1943 and Navigation and Vessel Inspection Circular No. 37, Dated 6 July 1943

| Region | Number of vessels | Deck officers substituted for higher ratings | Engineer officers substituted for higher ratings | Able seamen substituted for deck officers | Ordinary seamen substituted for able seamen | Qualified members of engine department substituted for engineer officers | Wipers or coal passers sub- stituted for qualified members of engine department | Wipers, coal passers or cadets substituted for engineer officers | Ordinary seamen or cadets substituted for deck officers | Total |
|---|-------------------------|---|--|--|---|--|---|---|--|--------------------------|
| Atlantic coast Gulf coast Pacific coast Great Lakes | 264 114 90 153 | 35 29 7 1 | 63 17 19 1 | 7 8 3 | 481 227 170 325 | 25 17 1 2 | 109 63 33 118 | 6 2 1 | 7 2 | 733 365 234 447 |
| Total | 621 | 72 | 100 | 18 | 1, 203 | 45 | 323 | 9 | 9 | 1,779 |

INDEX FOR "PROCEEDINGS OF THE MERCHANT MARINE COUNCIL"

Volume III, January through December 1946

| Page | Pag | re Pa |
|--|--|---|
| Accentuate the Positive 70 | First Aid Treatment for Wood Alcohol Poison- | Navigation and Vessel Inspection Circulars— |
| Admiral Waesche Receives D. S. M | Flooding of Engine Room | 7 Continued 8 No. 66—Posting of Documents, Forms, and |
| Admiral Waesche Dies 187 Admiral Johnson Retires 115 | Foodstuffs Contaminated by Formaldehyde 21 | 7 Notices Under Glass and Dimming or |
| Admiral Johnson Retires 115 Administrative Procedure Act 116 American Merchant Marine Conference 117, 132 | Foreign Flag Vessel Docking in the U. S 14 | 1 Extinguishing Lights on Vessels; Cancel- |
| American Merchant Marine Conference 117, 132 | Free Medical Message Service 3 Gas Masks and Breathing Apparatus 2 | 6 lation and Modification of Waivers |
| Army Ducks 36 Asphyxiation From Gasoline Fumes 22 | Government Surplus Vessels. 11 | |
| Rollers Damaged by Insufficient Water 3/ | Great Lakes Shipping | Marine Hearing Unit Examining Officers; |
| Buoyant Cushions 13, 39, 60, 76, 91, 109, 124, 180 Cancelation of C. G. (Captain of the Port) | Equipment Approved: Buoyant Cushions 13, 39, 60, 76, 91, 109, 124, 18 | Discontinuance of |
| Identification Cards | Cleaning Process, Life Preservers 7 | 6 Requirements: Amendment to Naviga- |
| Carolessness Bats 500 at Sea 220 | Davits 61, 147, 18 Disengaging Apparatus for Lifeboats 12 | o tion and Vessel Inspection Circular No. |
| Carbon Monoxide Again Takes Toll. 21 Certificates of Inspection 131 Changes In Ownership of Undocumented | Fire Extinguishing Apparatus 29, 40, 109, 18 | 6 31 0 No. 69—Transportation of Civilian Passen- |
| Changes in Ownership of Undocumented | Fire Retardant Materials 2 | 9 gers in the National Interest |
| Vessels 33 | Gas Masks and Breathing Apparatus 2 | |
| Cleaning Process, Life Preservers 76 Clogged Fuel Lines 85 | Hand Propelling Gear 29, 40, 60, 77, 92, 109, 147, 18 | 7 forcements on Liberty Ships 0 No. 71—Policy and Special Procedure in |
| Callisian in Fog Bank 90 | Lifeboat Compass Life Preservers 40,61,7 Motion Picture Projector Safety Valves Telephone System 126,7 | 9 Maritime Labor Disputes |
| Commodore Shepheard Reassigned Chief, Merchant Vessel Inspection Division 20 Comparative Rules of the Road 103, 117 | Motion Picture Projector 40, 61, 7 | 7 No. 72—Navigation and Vessel Inspection 0 Circular No. 70; Amendment to |
| Comparative Rules of the Road 103.117 | Safety Valves | 2 No. 73—Requirements for Motorboats Op- |
| Conneil Activities 2. | Telephone System 126,7 | 7 erated for Pleasure and Commercial Fish- |
| 18, 34, 50, 66, 82, 98, 114, 130, 154, 186, 214 | Winch 18 | No. 74 Strict Compliance with Routing |
| Amendments to Regulations: 33 C. F. R. Navigation and Navigable Waters: | Hand Propelling Gear. 14 Hearing Units. 20, 87, 117, 136, 157, 24 | Instructions 1 |
| Chapter I—Coast Guard: Inspection and | Hearing Units 20, 87, 117, 136, 157, 21 | 9 No. 75—Numbering of Certain Undocu- mented Vessels Sold as Surplus by the |
| Navigation 8, 24, 91, 107, 120, 143, 159, 193, 220 | Lakes 1 | 9 U. S. Maritime Commission of War Ship- |
| Chapter III—Coast Guard: Inspection | Improvements in Line Throwing Devices | 5 ping Administration 1 |
| and Navigation | International Ice Patrol Resumed | |
| Aids 101 | International Pilot Rules; Obey Article 18 and | 9 tions and North East European Coastal Routing Instructions; Requirement for 1 |
| 46 C. F. R., Shipping: Chapter I—Coast Guard: Inspection and | Keep Clear 21 | 8 Ocean and Coastwise Regulations |
| Navigation: | It Pays To Believe in Signs 13 Lifeboats 29, 40, 60, 77, 92, 109, 147, 18 | 8 Officers Watching for Potential Dungers 1 |
| Subchapter A—Procedures Applicable | | |
| to the Public | Life Preservers 40, 61, 7 Load Line Regulations 13 Low Water and Soot Fire 5 Lookout-Special Circumstances 7 Masters and Pilots Maneuvering Vessels 15 Maries Liferrantics Regulation 10 15 | President's Reorganization Plan No. 3 Ap- |
| Vessels Propelled by Machinery Other | Low Water and Soot Fire 5 | 4 proved 1 5 Radar Did Not Prevent These Collisions 2 |
| Than Steam More Than 65 Feet in | Lookout-Special Circumstances | Radio Stations for Medical Advice |
| Length 8, 24, 56, 72, 162 Subchapter D—Tank Vessels 25, 108, 121, 163 | Masters and Pilots Maneuvering Vessels 15 | 8 Radio Stations Broadcasting Marine Informa- |
| | Marine Information Broadcasts 86, 135, 21 Maritime Session of International Labor Or- | 6 tion 2 Reemployment of Merchant Seamen 2 |
| Subchapter E—Load Lines. 25,72 | ganization 8 | Releasing Gears Installed in Lifeboats |
| Subchapter F—Marine Engineering 166 Subchapter G—Ocean and Constwise: | Manual for Lifeboatmen and Able Seamen 21 Merchant Marine Personnel Statistics 15, 30, 42, 62 | |
| General Rules and Regulations 9, | 78, 94, 110, 127, 151, 182, 211, 22 | Clean-Out Plug 90, 1 Respiratory Equipment |
| Subchapter H—Great Lakes: General | Motion Picture Projector. 4 | Running Lights on Navy and Coast Guard |
| Rules and Regulations 9, 25, 74, 122, 172 | New Commandant, U. S. Coast Guard | |
| Subchapter I—Bays, Sounds, and Lakes | New License for Merchant Marine Officers 6 | S Sailing Directions Should Re Consulted 1 |
| Other Than the Great Lakes: General Rules and Regulations 25.75, 122, 173 | New Numbering and Certificating System for Approved Equipment. 9 | Scratch Three Liberties 1 |
| Rules and Regulations 25,75, 122, 173 Subchapter J—Rivers: General Rules | Approved Equipment 9 Notice of Change in Shipping Articles 11 | |
| and Regulations 9, 25, 75, 122, 174 Subchapter K—Seamen 56, 75, 122, 175, 222 | Numbered and Undocumented Vessels 20, 53, 13 | |
| Subchapter L—Overtime Services 145 | Lessons From Casualties: Accentuate the Positive | Shippard Management for Welding 1 |
| Subchapter M- Construction or Ma- | Asphyxiation from Gasoline Fumes 2 | |
| terial Alteration of Passenger Vessels of the U. S. of 100 Gross Tons and | Boilers Damaged by Insufficient Water 3 | Shortcuts to Doom |
| Over Propelled by Machinery 9, 177 | Carbon Monoxide Again Takes Toll. 2 Collision in Fog Bank. 9 | |
| Subchapter N-Explosives and Other | Death in the Bight of a Line | Special Regulations for Port of New York 1 |
| Dangerous Articles or Substances, and Combustible Liquids on Board | Deaths of Two Polliwogs | |
| Vessels | Dropping of Lifeboat During Boat Drill Il Explosion of Turbo Generator; Disregard of | Deck Officers Suspension of International Load Lines Con- |
| Subchapter O—Regulations Applicable | Starting Instructions | 7 vention Revoked |
| Subchapter O—Regulations Applicable to Certain Vessels and Shipping During Emergency 57, 177 | Explosion of Line-Throwing Gun 3 Explosions on Motorboats 5 | |
| Subalinates P. Gangeal Provisions 10 25 178 | Flooding of Engine Rooms 11 | 8 Stations, Radio, Broadcasting Marine Infor- |
| Subchapter Q—Specifications 10, 178 Appendix A—Waivers of Navigation and | Low Water and Soot Fire | 5 mation 21 |
| Vessel Inspection Laws and Regula- | Lookout-Special Circumstances 7 Masters and Pilots Maneuvering Vessels 15 | Tost Fire in Cargo Hold of Liberty Shin 10 |
| Vessel Inspection Laws and Regula- tions. 28, 57, 108, 178, 226 | Renewing Packing Grommets on Econo- | 1 elephone System 120, 7 |
| Danger Signal on the Great Lakes. 89 Davit 61,147, 180 Death in the Bight of a Line 21 | mizer Clean-Out Plug. 119, 9 Officers Watching for Potential Dangers. 15 | The President's Reorganization Plan No. 3 8 The Wages of Carelessness 14 |
| Death in the Bight of a Line 21 | Sailing Directions Should be Consulted 14 | |
| Deaths of Two Politwogs 158 | Scratch Three Liberties 10 | Transfer of Functions of the Bureau of Marine |
| Disengaging Apparatus for Lifeboat. 126 Differences in the Various Rules of the Road. 191 | Shortcuts to Doom Soot Fires Around Air Heaters and Econo- | |
| Dropping of Lifeboat During Boat Drill 119 | mizers 10 | Transfer of Sick Men at Sea |
| Electronic Navigational Aids 4 | Steam Piping on Liberty Ship 96 |) Training Ship Eagle |
| Explosion in Line-Throwing Gun 38 Explosions on Motorboats 54 | The Wages of Carelessness 14: When You Are Right Stick to Your Guns. 21: | 2 Vessels Transiting the Sucz Canal 8 Voting by Merchant Seamen 13 |
| Farley, Admiral, Commandant, U.S. C. G. 3 | Navigation and Vessel Inspection Circulars: | Voyage Descriptions in Shipping Articles 13 |
| Filipino Seamen 133 Fire Fighting Aboard Ship; Advanced Train- ing and Methods Developed Under War | No. 64-Provisions, or Rations, for Life- | Water Indicators 9 Waiver Authority Expires 3 Waiver Canceled Permitting Crew Accom- |
| ing and Methods Developed Under War | boats and Life Rafts on Ocean and Coast- wise, Passenger, Freight, and Tank Ves- | Waiver Canceled Permitting Crew Accom- |
| Impetus 188 Fire Extinguishing Apparatus 29, 40, 109, 180 | sels1 | inodations in Hospital Spaces |
| Fire Extinguishing Apparatus | No. 65—Warning Passengers of Dangerous Conditions. 13 | When You are Right Stick to your Guns 219 Working Hours for Marine Inspection Offices 133 |
| The second district of the second sec | Containment of the containment o | the same and the same and the same same same same same same same sam |